

PLANNING COMMISSION DRAFT MINUTES OF 07/26/04
--

2004-0454 – City of Sunnyvale: Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan for the area bounded by SR 237 and US 101 to the north and south, and Morse Avenue and the East Channel to the west and east, and Consideration of an Introduction of an Ordinance to Rezone from R-4/PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development) for properties located at **1156 North Fair Oaks Avenue** (APN: 110-29-040) and **1160 Fair Oaks Avenue** (APN: 110-29-038) FB

Fred Bell, Principal Planner, presented the staff report. He noted that there are two actions required consideration of the Tasman Fair Oaks Pedestrian Bicycle Plan and a Rezone of two parcels. He summarized the evolution of the study issue with the goal to enhance non-automotive transportation options and to enhance needed retail in the area. He pointed out that the plan enhances access to parks, open space, schools, retail and public transportation through a series of guidelines, through land use planning and architectural design. He stated that the plan is consistent and is compatible with Citywide Design Guidelines and the VTA Community Design and Transportation Program. The plan encourages transit use and reduction of vehicle dependency, promote a multi-modal approach. Staff also noted the implementation of the program. He noted that the Bicycle and Pedestrian Advisory Committee reviewed and made recommendation to the Plan at their June 17 meeting. He also addressed the Rezone necessary to support the retail enhancement called for by the Plan. He stated that the Rezone would enhance the potential development of both properties and flexibility and guide the needed commercial development. Staff reported that the Tasman/Fair Oaks Pedestrian Bicycle Circulation Plan and the proposed Rezone will result in a well-served neighborhood and best access to multi-modal options. Staff recommended that the Planning Commission recommend to City Council approval of the Plan and introduce the Rezone. He reported that Jack Witthaus, Transportation and Traffic Manager is also available for questions.

Comm. Sulser asked clarification of staff as to which properties are being proposed for a Rezone. Staff responded by pointing out the two properties in the map provided to the Commission that is attached in the staff report.

Comm. Simons commented that this is an opportunity to ask that reserve funding available to fund Class II bicycle parking near lightrail stations be identified. He asked staff whether it would be appropriate to designate areas for bicycle parking and be included in the map. Mr. Witthaus responded that the plan included bicycle parking as specific improvement for the area but does not identify the locations. He added that it would not be difficult to identify the locations in the map. However, he would look into the program Comm. Simons is referring to regarding funding for bicycle parking to determine if such funding could benefit the Plan.

Comm. Klein asked clarification of staff in regard to Bicycle and Pedestrian Advisory Commission suggestion for bicycle access as to what streets will not have bicycle lanes. Mr. Witthaus responded that the streets being recommended are Toyama, Karlstad and Kiel Court. He added that these streets are not good candidate for bike lanes and noted that other arterial streets all have bike lanes and routes.

Chair Moylan opened the public hearing.

Jon Varni, member of the public representing 1160 Tasman property owners, asked what is the nexus or linkage between the bike path study and the retail rezoning of both properties. He wanted to know and understand the growth, use, trends and increased density in the area. He expressed concerns about access of both parcels proposed for rezoning. Staff responded that through previous study issues addressing the concerns expressed by the neighborhood of the availability or adequacy of retail commercial type of uses, and through consultant report, it was determined that Site 7 and 8 is the best area to address these concerns. He added that later in the process, it was decided that combining the pedestrian circulation planning study would be appropriate rather than having two separate study issues.

Chair Moylan closed the public hearing.

Comm. Simons made a motion on Item #2004-0454 to recommend to City Council to adopt the Negative Declaration, adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan and to introduce an Ordinance to Rezone two parcels from R-4/PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development) with modifications – 1) to add bicycle lanes on Morse and Karlstad; 2) to add to the map locations to be designated for potential bicycle parking Class II. Comm. Fussell seconded.

Comm. Simons commented that his motion is slightly different from the Bicycle and Pedestrian Advisory Committee (BPAC) recommendation to include only the two streets he believes to be significant and added that Class II bicycle parking designation to be included in the map is for the city to be able to acquire funds.

No comments from Comm. Fussell.

Comm. Klein clarified the motion whether he meant Morse and Karlstad. Comm. Simons clarified his motion that all streets except Kiel Court, which is Toyama, Karlstad and Morse.

Comm. Klein supported the motion with the clarification. He felt that adding the two streets as part of the bicycle route would be positive.

Comm. Fussell seconded the clarification to the motion.

Comm. Sulser asked staff whether adding bike lanes to these streets would eliminate street parking. Staff said yes.

Comm. Sulser did not support the motion based on the fact that parking would be eliminated with the addition of bike lanes on the added streets.

Comm. Babcock clarified whether by adding bike lanes to Morse, Karlstad and Toyama, street parking would be removed. Mr. Witthaus responded that currently there is street parking and the current street configuration is not wide enough to add bike lanes. He added that widening of the road or eliminating street parking is needed to accommodate bike lanes on these streets. Therefore, most likely, the best option is to eliminate street parking in order to add bike lanes.

Comm. Babcock offered a friendly amendment to reconsider adding the two streets based on this information since the opportunity to widen the road is passed.

Comm. Simons asked staff to explain the loss of opportunity since the plan is for projects for future development. Staff clarified that there is already an approved project on Karlstad and to add bike lane on Karlstad would either eliminate street parking or add cost to the city to widen the road.

Comm. Simons further asked staff whether it would be possible to have bike lanes on one side of the street commenting that this consideration is an opportunity to make this area multi-modal. Mr. Witthaus responded that the street could potentially be considered to have street parking on one side of the street but installation of the bike lane would still mean elimination of street parking.

Comm. Simons did not accept the friendly amendment.

Chair Moylan commented that the trade-off is not worth it based on the recent information. He supported the recommendation presented by staff.

Motion failed 3-3 with Chair Moylan and Commissioners Babcock and Sulser dissenting.

Comm. Simons asked Comm. Babcock whether she would support the motion if Karlstad is removed from the streets requiring bike lane. Comm. Babcock responded that she would like to remove Toyama as well.

Comm. Simons commented that this Plan was the best opportunity to take advantage of multi-modal options near a lightrail station. He stated that the biggest growth of lightrail users are those who ride bicycles.

FINAL MOTION

Comm. Simons made a motion on Item #2004-0454 to recommend to City Council to adopt the Negative Declaration, adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan and to introduce an Ordinance to Rezone two parcels from R-4/PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development) with modification to add bicycle lanes on Toyama Drive. Comm. Fussell seconded.

Comm. Klein commented that Toyama Drive is still going through a development area and conceivably, there is still an opportunity to widen the street to avoid elimination of street parking. He concurred with Comm. Simons that removing Karlstad Drive and Keil Court therefore he supported the revised motion.

Comm. Babcock clarified whether Toyama Drive will connect to Fair Oaks. Staff responded that there is no connection to Fair Oaks Drive but connects only to Karlstad. Comm. Babcock then commented that Toyama Drive is a dead end street with a plan to have a bike lane, with that she did not support the motion.

Comm. Sulser supported the motion stating that the removal of Karlstad addressed his core issue.

Motion carried 4-2 with Chair Moylan and Comm. Babcock dissenting.

Comm. Simons clarified whether part of the original motion to include in the map designated locations for potential bicycle Class II parking was incorporated in the revised motion. Staff clarified that it was not clearly stated, therefore it was not included in the revised motion.

Comm. Simons then made a recommendation of staff to include in the map potential bicycle Class II parking locations to help raise funds in the future.

Ms. Caruso stated that the item will be considered by City Council on 08/10/04.